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CITY OF

FORT LAUDERDALE

AVIATION ADVISORY BOARD
Fort Lauderdale Executive Airport
Administrative Office - Multipurpose Room
6000 NW 21 Avenue
Fort Lauderdale, FL
Thursday, March 22, 2007, 1:30 p.m.

Board Members	Attendance	Cumulative Attendance 1/07 to 12/07	
		Present	Absent
William Aston	P	1	1
Bunney Brennenman, Chair	P	2	0
Lloyd Evanston	P	2	0
Kenneth Gross	P	1	1
Steve Halmos	A	0	2
Cynthia McDonald	P	2	0
John McKay	A	1	1
Christopher Pollock	P	1	1
Joseph Scerbo	P	2	0
Deborah VanValkenburgh	P	1	1
Sharon Woods	P	2	0

Airport/City Staff

Clara Bennett, Airport Manager
Mark J. Cervasio, Assistant Airport Manager
Alex Erskine, Assistant Airport Manager
Florence Deardorff, Noise Abatement Officer
Rufus A. James, Airport Operations Supervisor
Charles Baker, Airport Operations Aide
Jason Robinson, Airport Operations Aide
Sharon Dreesen, Administrative Aide
Leslie Carhart, Administrative Assistant II
Vicki Minard, Assistant City Attorney
Fernando Blanco, Acting Airport Engineer

Visitors

Clarence Jackson, Congressman Alcee Hastings' Office
Commissioner Christine Teel
Vicki Minard, Assistant City Attorney
Dave Bardt, Kimley-Horn Associates
George Weaver, Beuhler Aviation
Joan Kuntz, Sheltair
Justin Proffitt, City of Oakland Park

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The meeting was called to order at 1:30 p.m. by Chair Brenneman and roll was taken.

1. Approve Minutes of January 2007 Meeting

Motion was made by Mr. Aston and seconded by Ms. Woods to approve the minutes of the January 2007 meeting. In a voice vote, the motion passed unanimously.

2. Joint Participation Agreement with Florida Department of Transportation for Three Dimensional Airspace Analysis Program (3DAAP) Update Services - Project 10883

Mr. Blanco explained that this project provided for the update of an integrated database system of Airport infrastructure and would support effective ongoing capital planning, design and maintenance functions at the Airport.

Mr. Blanco informed the Board that the 3DAAP graphics database afforded FXE many improved planning and analysis capabilities, including identifying possible height conflicts due to buildings, towers, etc., integrating airport data into the Citywide GIS system, and updating the Airport's existing Airport Layout Plan in conjunction with a Master Plan update. He showed a Power Point presentation describing aspects of the software.

Mr. Blanco explained that due to subsequent improvements, it was now necessary to update the database with current aerial photos and information about the built environment. The current project provided for this update.

Mr. Blanco stated preliminary cost estimates for this project totaled \$50,000. The Florida Department of Transportation (FDOT) has initiated a Joint Participation Agreement (JPA) in the amount of \$40,000 and would provide grant funding for up to 80% of the final project costs. The remainder of the project costs would come from the Airport's approved Capital Improvement Plan.

Staff Recommendation:

The staff recommends the JPA be approved for the City to accept \$40,000 from the FDOT for up to 80% of the project cost for 3DAAP update services.

Mr. Aston asked if this was a previously approved CIP line item. Mr. Blanco explained that \$10,000 of the \$50,000 was an approved CIP line item.

Motion was made by Mr. Scerbo and seconded by Mr. Aston to approve the staff recommendations. In a voice vote, motion passed unanimously.

3. Rehabilitate Airfield Pavement Markings - Contract Award - Hi-Lite Markings, Inc. - Project 10424

Mr. Blanco explained that this project provided for the painting of new taxiway and runway markings and included removing certain obsolete pavement markings, adding a new taxiway location, installing directional surface pavement and runway holding position pavement marking signs. These improvements would significantly enhance the Airport's safety and operating capabilities and assure compliance with current Federal Aviation Administration standards.

Mr. Blanco informed the Board that the project was advertised for bids and three bids were received. Hi-Lite Markings, Inc. had submitted the lowest responsible bid in the amount of \$169,595.46. Mr. Blanco reminded the Board that Hi-Lite had participated in the previous pavement marking project, and staff had been very satisfied with their services then.

Mr. Blanco stated that funding for this project was available from the Florida Department of Transportation via a Joint Participation Agreement, which would allow the reimbursement of approximately 80% of eligible project costs. The balance would be funded from the Airport's approved Capital Improvement Plan.

Staff Recommendation:

Staff recommends award of a contract to the low responsive bidder, Hi-Lite Markings, Inc. in the amount of \$169,595.46 subject to and consistent with final reviews and approvals required by the City Attorney's Office and City Commission.

Mr. Blanco explained to Mr. Gross that this would cover all markings except those that had been done within the last year.

Motion was made by Ms. Van Valkenburgh and seconded by Mr. Pollock to approve the staff recommendation. In a voice vote, motion passed unanimously.

4. Consultants Competitive Negotiations Act – General Aviation Consultant Services - Extension of Consultant Master Agreement

Mr. Blanco explained that Kimley-Horn and Associates (KHA) had been selected as the Airport's General Aviation Consultant in July 2003 through a Consultants Competitive Negotiations Act (CCNA) process. The contract was for a period of three years and allowed for the option of two additional one-year renewal/extensions.

Mr. Blanco informed the Board that the first extension had been granted last year and would expire on July 15, 2007. In anticipation of the agreement's expiration, staff had met with the CCNA Committee on March 15, 2007 to review KHA's performance and to consider extending the agreement for a final one-year period.

Mr. Blanco said that after a review of KHA's performance on a task order by task order basis, the Committee had reached a consensus to support a recommendation to extend the agreement for the final additional year.

Staff Recommendation

The staff recommends renewing the contract agreement with Kimley-Horn and Associates, Inc. to serve as the Airport's General Aviation Consultant for one (1) additional year as allowed for under Section 8 of the Master Agreement.

Mr. Scerbo said he had represented the AAB at the CCNA meeting and they had agreed Kimley Horn's performance had been satisfactory. He supported the extension.

Mr. Scerbo explained to Mr. Aston that the CCNA Board comprised representatives from FDOT and the City of Fort Lauderdale, and they had concluded that Kimley Horn was in line with the City's guidelines regarding construction values.

Ms. Bennett explained to Ms. Woods that if they did not extend the contract, it would expire in July and they would begin the CCNA process for a new consultant. She explained to Mr. Pollock that they would begin the CCNA process for the new consultant in the fall because this was a lengthy process.

Ms. Bennett explained to Mr. Scerbo that they intended to change the next contract to indicate that the review process would begin nine months to one year before expiration to allow them more time, in the event they wished to re-bid.

Ms. Bennett explained to Ms. Woods that prior to the current contract, Kimley Horn had held the contract for three years and FXE had not automatically extended it due to some "growing pains" at Kimley Horn. After the CCNA process, Kimley Horn was awarded the contract again. Mr. Cervasio noted that any concerns they expressed to Kimley Horn regarding their performance the first three years had been addressed "wholeheartedly" and staff had then recommended Kimley Horn for the extension after the initial three years.

Mr. Aston advised Mr. Bennett to "cast a wide net" in their search for the new aviation consultants. Ms. Bennett informed Mr. Aston that the top firms in the world had presented bids to FXE.

Motion was made by Mr. Pollock and seconded by Mr. Gross to approve the staff recommendation. In a voice vote, motion passed unanimously.

Update Items

A. Noise Compatibility Program

Noise Abatement Office - Frequently Asked Questions

Ms. Deardorff had prepared responses to the top three most frequently asked questions in the last few weeks by area residents contacting the Airport, and presented these to the Board:

1. "Why aren't all aircraft flying up I-95?"

Before the I-95 Turn was implemented in February 1994, all jets were directed to fly straight out to the east, which then included a large number of much louder stage 2 jets. Today, from 7:00 a.m. to 11:00 p.m., the FAA directs jets that are departing Runway 8 with destinations to the west and north, to turn to the left over the I-95 industrial corridor. This allows the jets to gain altitude before flying over residential areas. The FAA also turns all jets up I-95 during the late night hours, between 11:00 p.m. and 7:00 a.m.

2. "Have the flight patterns or routes changed?"

The established flight routes for arriving and departing aircraft have not changed. However, a temporary change that began in January 2007 was the closure of the smaller crosswind Runway 13/31 for pavement rehabilitation. This project is nearing completion and will be reopened later this month. This closure affected close-in airport traffic patterns benefiting the immediate neighborhoods to the north and south.

3. Is the number of aircraft operations increasing?"

Overall, total traffic at Executive Airport has decreased over the past five years. Economic conditions such as the price of fuel, cost of insurance, and overall operating costs have impacted the amount of sport and recreational activity that takes place. However, the Airport has experienced an increase in the amount of corporate jet activity over the same period, reflecting the business environment in South Florida. Fortunately, the increase has been by the quieter, Stage 3 jets, which currently represent 95% of the jet activity at the Airport.

During the months of January and February 2007, total traffic at the Airport decreased by nearly one thousand takeoffs and landings, according to the FAA's traffic count. However, the closure of the smaller crosswind Runway 13/31 for rehabilitation shifted all traffic to the main runway, increasing the use of that runway for the past two months. Additionally, the Super Bowl in early February accounted for a greater number of jets over the days of the event period. Seasonal wind conditions also play a role in determining which runway will be used. As a result, jet departures for Runway 8 nearly doubled from January to February this year.

Knoll Ridge Homeowners Meeting

Ms. Deardorff reported that staff had attended the Knoll Ridge Homeowners meeting on February 13, 2007 and provided Noise Abatement Program information to the residents and answered several questions about the program. Commission Christine Teel also attended and spoke at the meeting.

Nighttime and I-95 Turn:

Ms. Deardorff reported that in January there had been no noise events over 80 dB at night, 60 jets had flown the I-95 Turn, and 4 of those jets had been stage-two aircraft.

She continued that in February, there had been one noise event over 80 dB at night, 80 jets had flown the I-95 Turn, and 5 of those jets had been stage-two aircraft.

Mr. Scerbo mentioned a negative article in the Fort Lauderdale City News about FXE, and Ms. Bennett said they had decided it was best not to respond directly to this publication directly. Instead, Ms. Deardorff would regularly create FAQ/fact sheets which would be distributed to surrounding homeowner associations, posted to the City's website and included in the City's civic association packets.

Ms. Bennett remarked that the airport was not "secretly" growing, and the new Sheltair construction had resulted in a net increase of 1,500 square feet of hangars because they had demolished some older hangars. She continued that FXE did not "take money out of people's pockets" for the Airport; FXE was self-sustaining.

Mr. Aston urged Ms. Bennett to utilize the City's Public Information Office to provide positive public relations information to the public and to make use of the Internet for advocacy.

Commissioner Teel noted that this article was part of a political attack campaign being conducted by one woman who had been fighting with FXE for years. She explained that Congressman Ron Klein had at first believed the complaints the woman related, but he had visited FXE and now supported the Airport. Commissioner Teel hoped congressman Klein would be an ally in their quest for a new tower.

Commissioner Teel stated that homeowner associations in the area around FXE were convinced that the airport staff was doing a good job, but there would always be people with unrealistic expectations. Commissioner Teel said she spoke to homeowners with concerns and encouraged them to contact Ms. Bennett and visit the airport.

Commissioner Teel noted that some homeowner association newsletters would not publish information provided to them, and staff was considering other means of disseminating information, such as a letter writing campaign.

Mr. Aston felt airport staff should engage in more proactive advocacy for FXE and they should utilize the City's website.

Commissioner Teel believed they should provide the public with the facts and allow people to draw their own conclusions.

Chair Brenneman remarked that the 60-year anniversary presented a unique public relations opportunity. She encouraged Board members to read the Fort Lauderdale City News article.

B. Development and Construction

Ms. Bennett announced that Mr. James had been promoted to Airport Operations Supervisor and the Board congratulated him.

Airport Projects in Development

Runway 13-31 Pavement Rehabilitation

Mr. James announced that on January 8, 2007, General Asphalt commenced the pavement rehabilitation project and has completed the resurfacing and grooving of Runway 13-31 and construction of the runway end blast pads. Mr. James stated notices had been issued to tenants and a Notice to Airmen had been filed with the Flight Service Station to alert the flying community. The paint contractor was now in the process of applying the permanent pavement markings and work was expected to continue with the installation of sod around the blast pads. He anticipated that final inspection would be performed at the end of the month.

Pavement Demolition Drainage Improvement

Mr. James informed the Board that a pre-construction meeting was held on February 23, 2007, to discuss the scope of the project with Tenex Enterprises, Inc. Mobilization of equipment was expected to begin during the early part of April with a start date to follow shortly thereafter. Mr. James stated the project was expected to last approximately eight weeks and all work was scheduled to be performed Monday thru Friday, between 10:00 p.m. and 6:00 a.m. Notices would be issued to Airport tenants and a NOTAM would be filed with FSS to inform pilots of the closures. Mr. James agreed to provide the Board with updates on the progress of the project.

Downtown Helistop Staircase Replacement

Mr. James announced that on March 5, 2007, MBR Construction, Inc. had begun work at the Downtown Helistop with delivery of prefabricated stairs, landings, and elevator components for the hatches and elevator roof. Scaffolding stairs had been temporarily installed for emergency access from the Helistop deck while the west stair would be used for normal

operations. Mr. James informed the Board that the parking position would be closed for the duration of the project, but the Helistop would remain open for picking up and dropping off passengers. He reported that a meeting had been held for helicopter operators to update them on special operating procedures during the project. He agreed to provide the Board with updates.

C. Arrearages

There were no arrearages to report.

D. FLL Update

Mr. Pollock reported that over the last few weeks, public hearings regarding the part 150 study and the noise mitigation had been held. He said they anticipated the release of the Environmental Impact Study [EIS] on March 31st. On April 17, the County Commission would hold a workshop where Jacobs Consulting would present the EIS, and public hearings would be held between April 17th and 19th. On May 8, the County Commission would vote to pass the EIS up to the FAA or to make changes. After it was sent to the FAA, it would take approximately six months to one year to return their record of decision. Mr. Pollock noted that the next six weeks would be crucial to the airport expansion.

Mr. Pollock remarked that the demeanor of recent meetings had been less volatile, and Chair Brenneman agreed.

Chair Brenneman said the Board had taken a tour of the Maroone Aviation** facility the previous month, and she had been impressed by how incredibly clean it was. She also appreciated their forward-thinking innovations. Chair Brenneman had also attended the opening of the new Banyan facility, and noted what a wonderful event this had been. She added that Ms. Bennett had been the keynote speaker, and had done a magnificent job.

Chair Brenneman recognized Clarence Jackson from Congressman Hastings' office and thanked him and Commissioner Teel for attending.

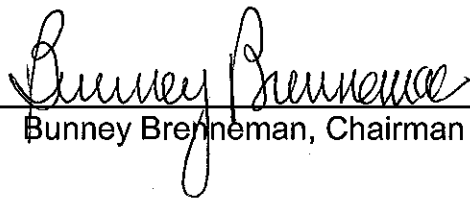
Ms. Bennett distributed a Sunshine Law brochure and reminded Board members that all of the material distributed to Board members and any notes they made during meetings must be kept for a period of three years and added that FXE would store these materials for Board members if they wished.

Ms. Bennett reminded Board members not to discuss any Board business outside the confines of their meetings.

****CORRECTION:** Actual facility visited was JM Family Enterprises.

There being no further business before the Board, the meeting adjourned at 2:39 p.m.

- Next scheduled meeting date: Thursday – April 26, 2007 – 1:30 PM



Bunney Breneman, Chairman

PLEASE NOTE:

If any persons decide to appeal any decision made with respect to any matter considered at this public meeting or hearing, he/she will need a record of the proceedings and, for such purpose, he/she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.